

# Prince Rupert

BRITISH COLUMBIA



The Pacific Coast Ter-  
minus of the Grand  
Trunk Pacific Railway

**GRAND  
TRUNK  
PACIFIC**



### *List of Publications*

Grand Trunk Pacific Booklet.

Prince Rupert Booklet.

Pacific Coast S. S. Booklet.

Bread Booklet.

Quarterly Industrial Bulletin.

The Canadian Rockies.

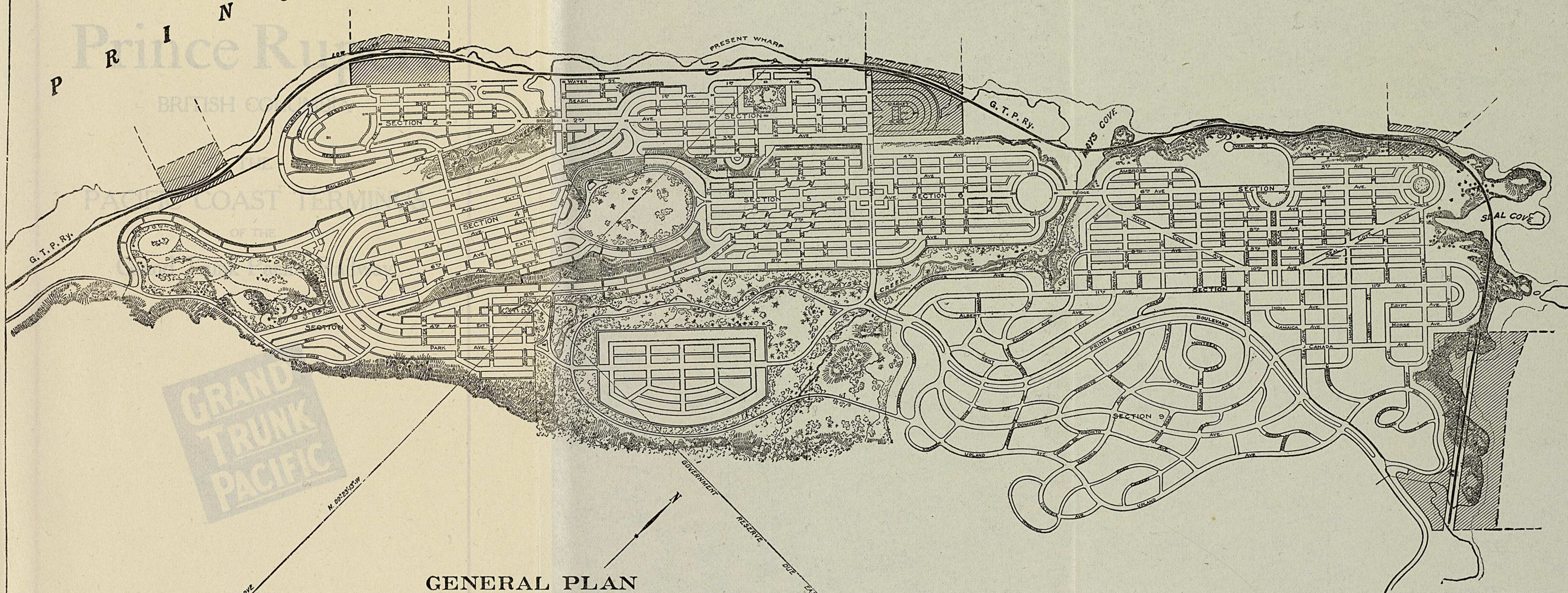
Plateau and Valley Lands in  
British Columbia.

Land, A Living and Wealth.

Land Seekers' Guide.



P R I N C E R U P E R T H A R B O R



GENERAL PLAN  
FOR THE DEVELOPMENT OF  
PRINCE RUPERT, B.C.

SCALE OF FEET  
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NOTE - WATERFRONT LOTS BELONGING TO  
THE B. C. GOVERNMENT ARE SHADED



Supersive section in Town planning

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Superb large map in  
rear 90 x 66 cm

incl. Gulf of Alaska

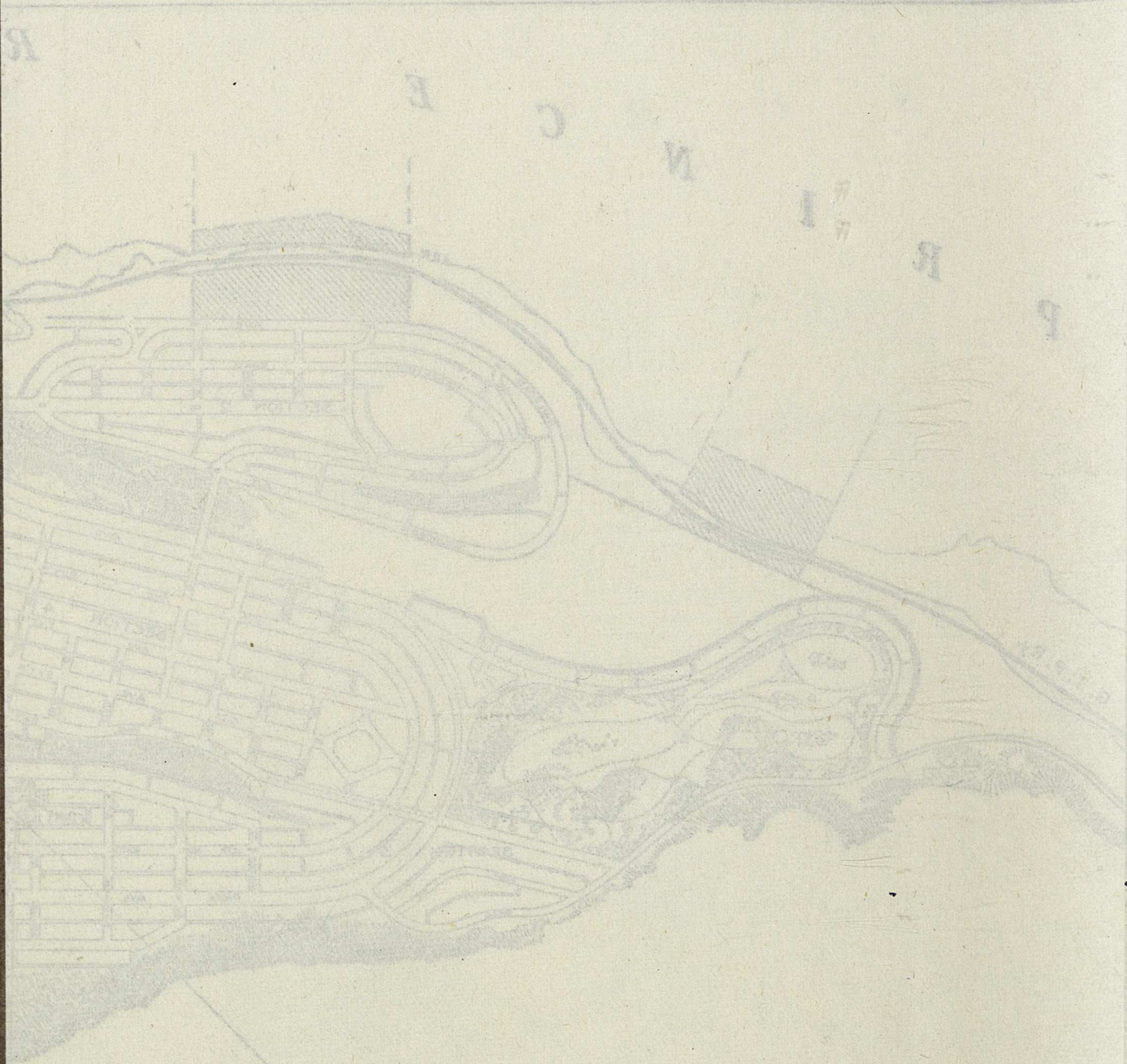
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# Prince Rupert

BRITISH COLUMBIA

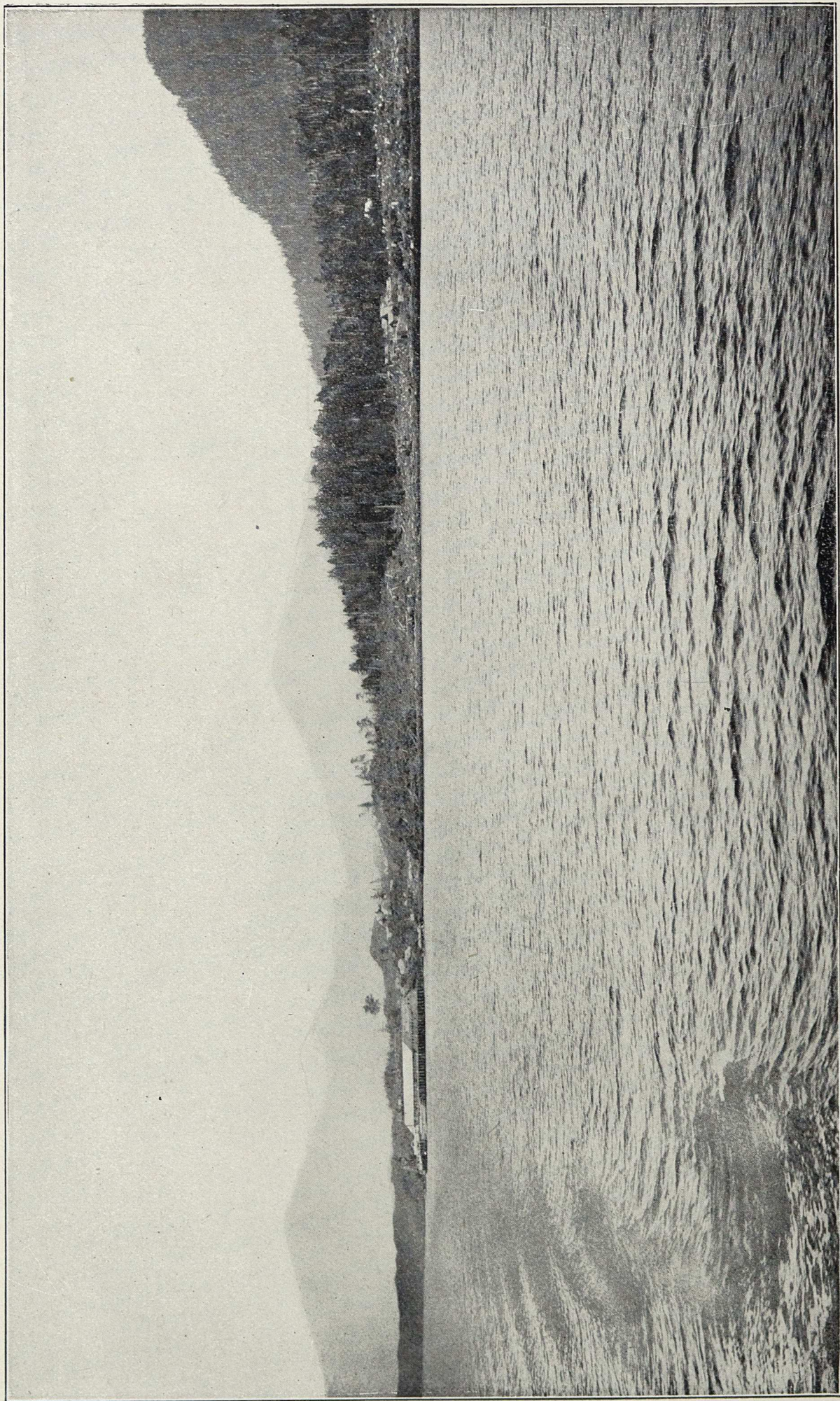
THE  
PACIFIC COAST TERMINUS

OF THE  
Grand Trunk Pacific Railway



ISSUED BY  
The Grand Trunk Pacific Railway Company  
MONTREAL  
1912





GENERAL VIEW OF HARBOR AND TOWNSITE—PRINCE RUPERT



# Announcement

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In response to many inquiries on the subject which have been received by the Company from all parts of the world, this booklet is issued by the Grand Trunk Pacific Railway Company for the purpose of giving information respecting its western terminus on the Pacific Ocean at

## Prince Rupert, British Columbia

the new city now being built on the northern British Columbia Coast.

There has been acquired in the interest of the Railway Company twenty-four thousand acres of land at Prince Rupert and vicinity for the purpose of the townsite and the development of the Port, a one-quarter interest of which belongs to the *Province of British Columbia*, which is therefore jointly interested with the Railway Company in the development of this *New Seaport*.

The first subdivision of the townsite covers an area of about two thousand acres.

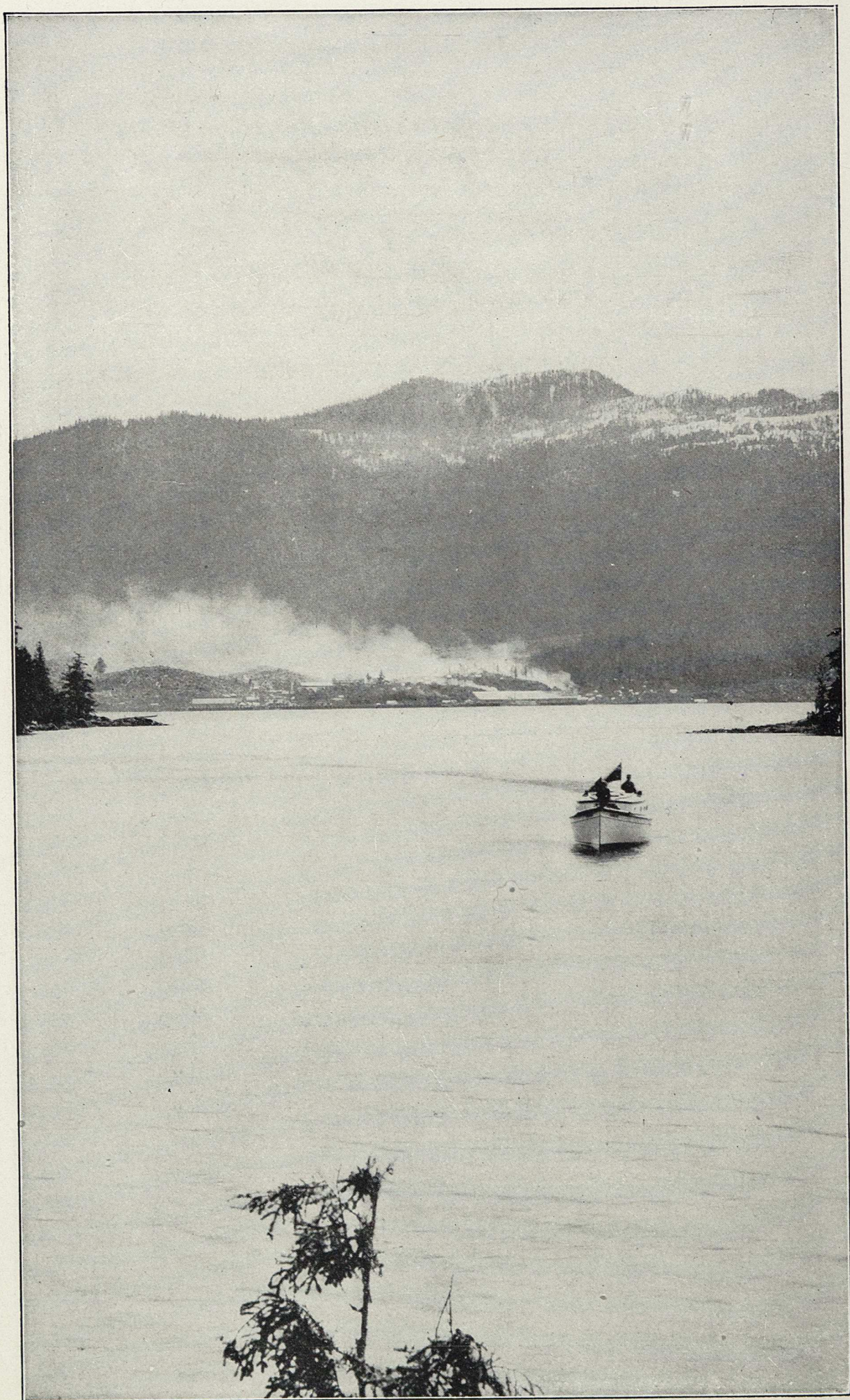
The first sale of Prince Rupert lots took place at Vancouver, May 25th to 29th, inclusive, 1909. Subsequent sales will be duly announced.

For information about the sale of lots owned by the Company, write to G. U. Ryley, Land Commissioner, Winnipeg, Manitoba, Canada.

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Copies of this booklet may be obtained upon application to the General Advertising Department of the Grand Trunk Pacific Railway Company, Montreal, Winnipeg and Prince Rupert.





VIEW OF PRINCE RUPERT FROM OPPOSITE SHORE



# Prince Rupert

BRITISH COLUMBIA

## The Pacific Coast Terminus of the Grand Trunk Pacific Railway

In the western half of this New World there is scarcely a city that does not hold one or more citizens who can boast of having seen the place grow from a village to what it is today, but here, at the western end of the Grand Trunk Pacific Railway, we have the rare opportunity of looking forward and fashioning in our mind's eye a city sure to be.

Prince Rupert is situated 550 miles north of Vancouver and forty miles south of the Alaskan Boundary. It is in the same latitude as London, and has a climate the mean temperature of which is about the same as that of the metropolis of the British Isles.

The selection of the Pacific Coast terminus was one of the most important tasks with which the builders of this national highway had to do. Many things must be considered. It must have a harbor second to none, and lie where the rails could reach it without seriously lengthening the line, or increasing the gradients. The entire north coast was searched, and every harbor sounded before a final decision was made. The very satisfactory result is that the future metropolis of the north coast will look out upon a harbor that is all that could be hoped for. Although practically land-locked, it has a mile-wide channel, and is sufficient in size to shelter all the ships that are likely to come to it, great as are the possibilities of this new port.

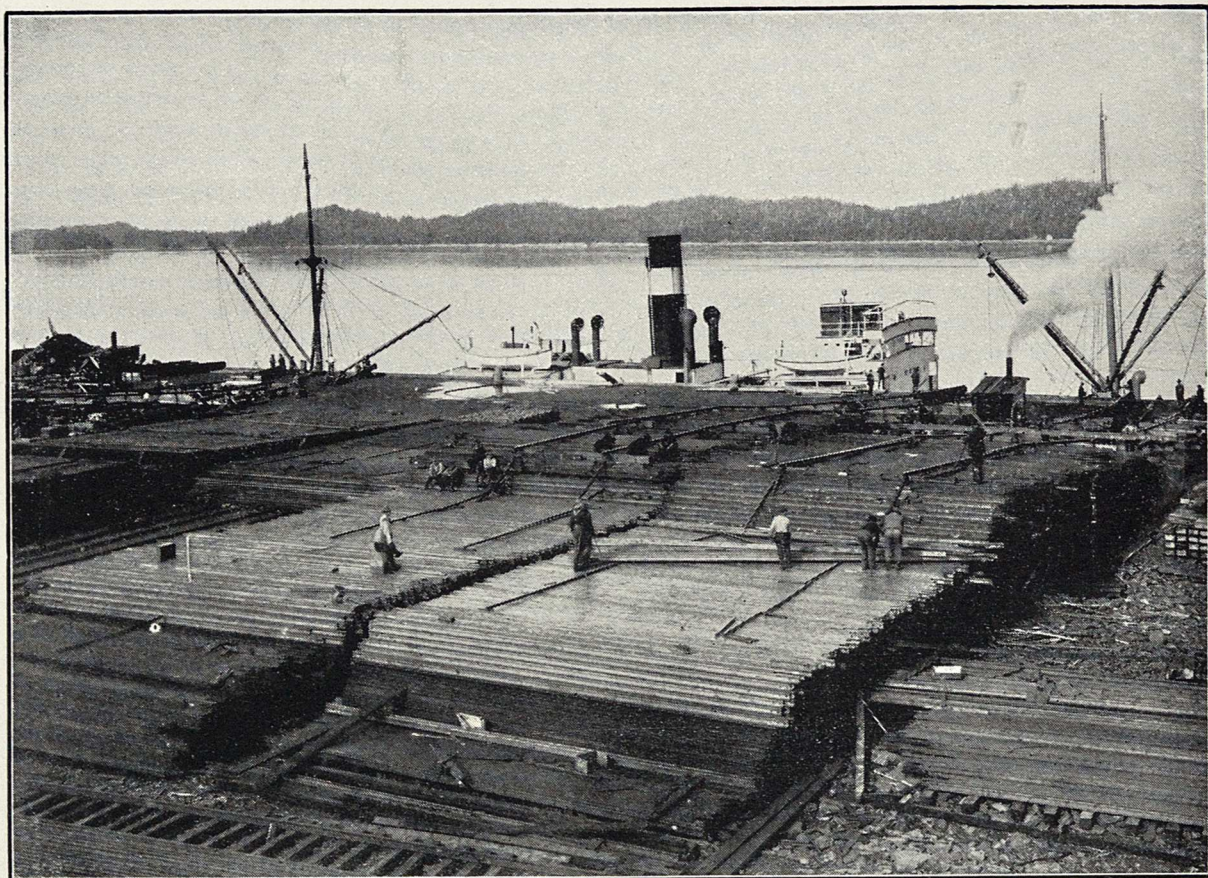
And because Prince Rupert is at the end of the line, and the nearest port to Japan and the East; because it is on the shortest line from Liverpool to Yokohama, the shortest route around the world, it is bound to lie on the

### *ALL RED ROUTE*

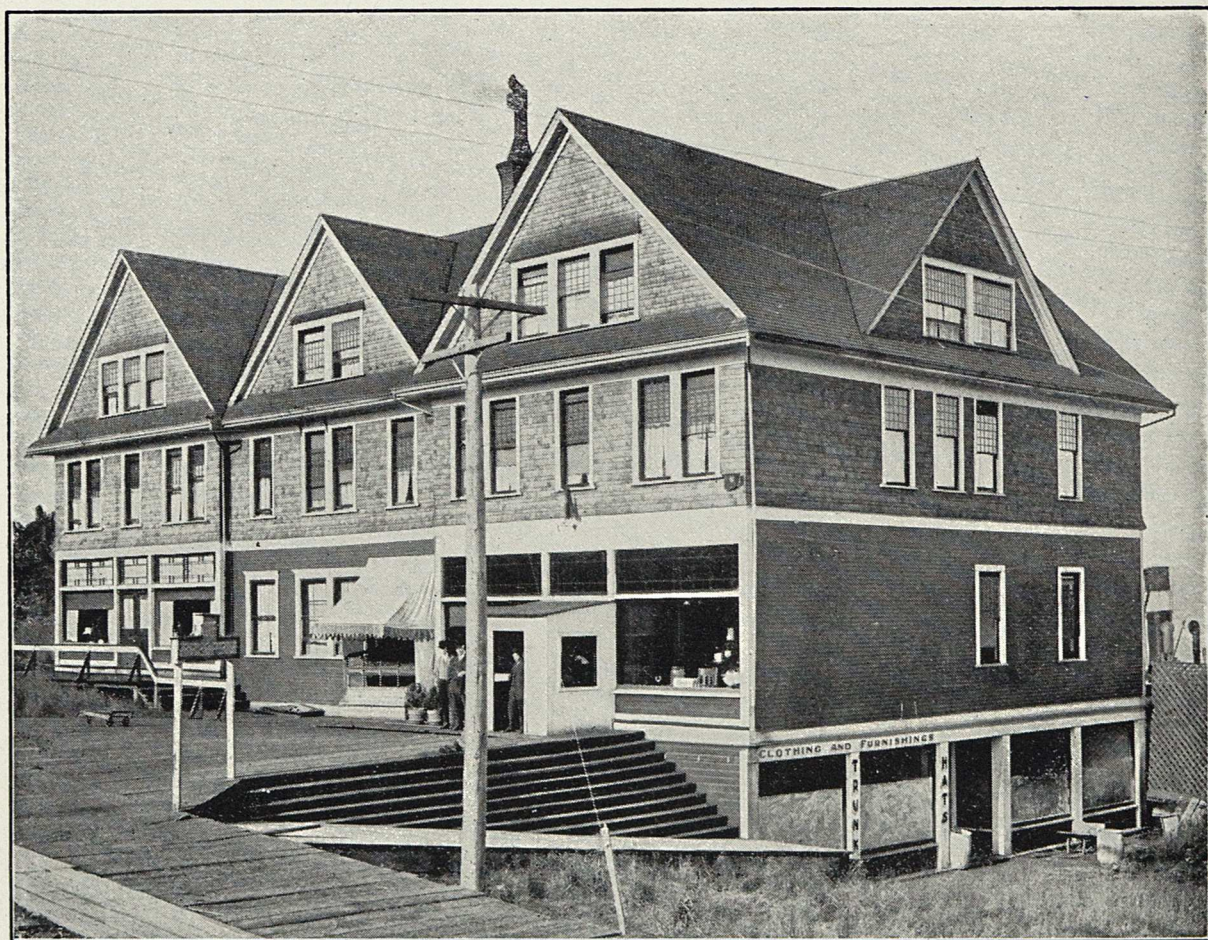
The city was planned in advance of any building, and nothing was overlooked which would add to the beauty and symmetry of this city to be.

In 1905 a grant of 10,000 acres of land at Prince Rupert was obtained by the Grand Trunk Pacific Railway Company from the Provincial Government of British Columbia, and 14,000 acres of Indian Reserve land was afterwards purchased, making a total of about 24,000 acres for the purpose of the townsite and the development of the port. Under the usual conditions of Crown





Steel on the Docks at Prince Rupert for Grand Trunk Pacific Construction



Prince Rupert Inn



Grants one-quarter of all the land reverts to the Province, as also one-quarter of the water front after the townsite has been laid out.

The title to the land acquired in the interest of the railway company has been vested in the Grand Trunk Pacific Development Company, Limited, a holding company organized for the purpose, among other things, of exploiting, developing and disposing of townsite lands along the Grand Trunk Pacific Railway, all of the stock of which is held by the Grand Trunk Pacific Railway Company.

An agreement was made between the Grand Trunk Pacific Development Company, Limited, and the Provincial Government, determining the division of the water front as indicated on the accompanying plan, which assures to the public free access thereto at all times. It will be the policy of the Company to make long-term leases of water-front facilities rather than to make sale thereof.

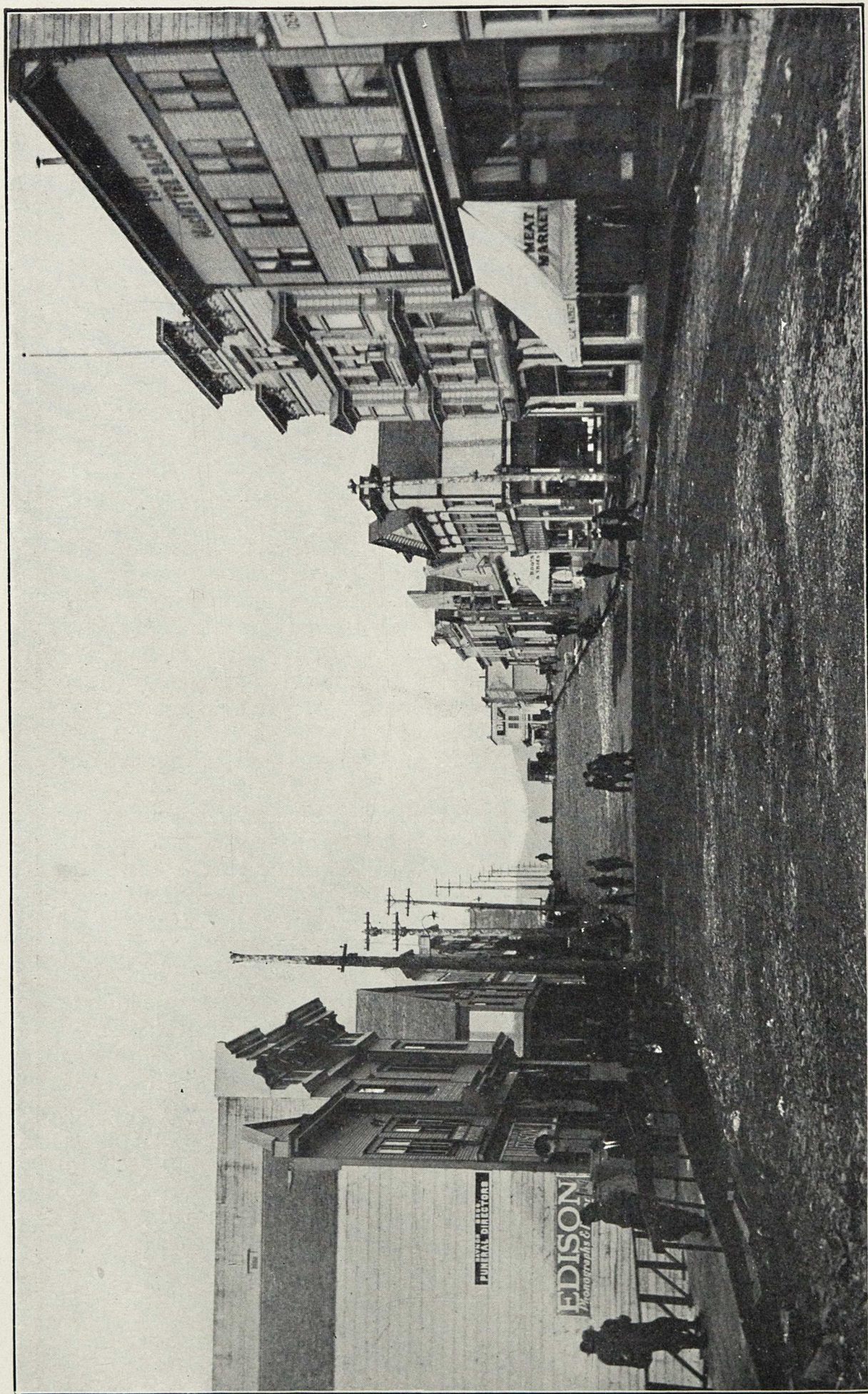
Probably never before has there been so much money and time expended in the planning of a new city as has been devoted to the preliminary work at Prince Rupert, not only by the Railway Company, but by the Dominion and Provincial Governments as well. This work was commenced in May, 1906, when the Company's staff of engineers made a landing and clearing for the location of their camp preparatory to making the preliminary survey, after which time the work of surveying and clearing was carried on continuously, until a complete topographical survey was made of all lands comprised in the townsite covering an area of 2,000 acres, and great care was taken with this work on account of the important bearing it would have upon the final laying out of streets, etc.

The Dominion Government Hydrographic Survey has made a complete survey of Prince Rupert Harbor and approaches, which shows that the entire harbor from the entrance to the extreme end of the upper harbor, a distance of 14 miles, is entirely free from rocks or obstructions of any kind and of a sufficient depth to afford good anchorage.

The entrance is perfectly straight, 2,000 feet in width at the narrowest part, with a minimum depth of 36 feet at low tide, and for a width of 1,500 feet the minimum depth is 60 feet. The British Survey Ship "Egeria," which made the survey of the outer approaches to the harbor, reported a splendid entrance through Brown's Passage.

Messrs. Brett & Hall, of Boston, Mass., trained in that school of landscape architectural design which claims F. L. Olmstead, deceased, as its founder and inspiration, and to whose memory Mount Royal Park, Montreal, is a beautiful monument, were secured by the Railway Company to lay out the townsite. They have provided a plan which is eminently satisfactory, and will ensure a practical development while preserving, for the future city, splendid opportunities for parks, for municipal improvements, and for architectural embellishment. It is believed by many who have





THIRD AVENUE, PRINCE RUPERT—SEPTEMBER, 1911



studied this plan that Prince Rupert will be one of the most beautiful cities on the American Continent.

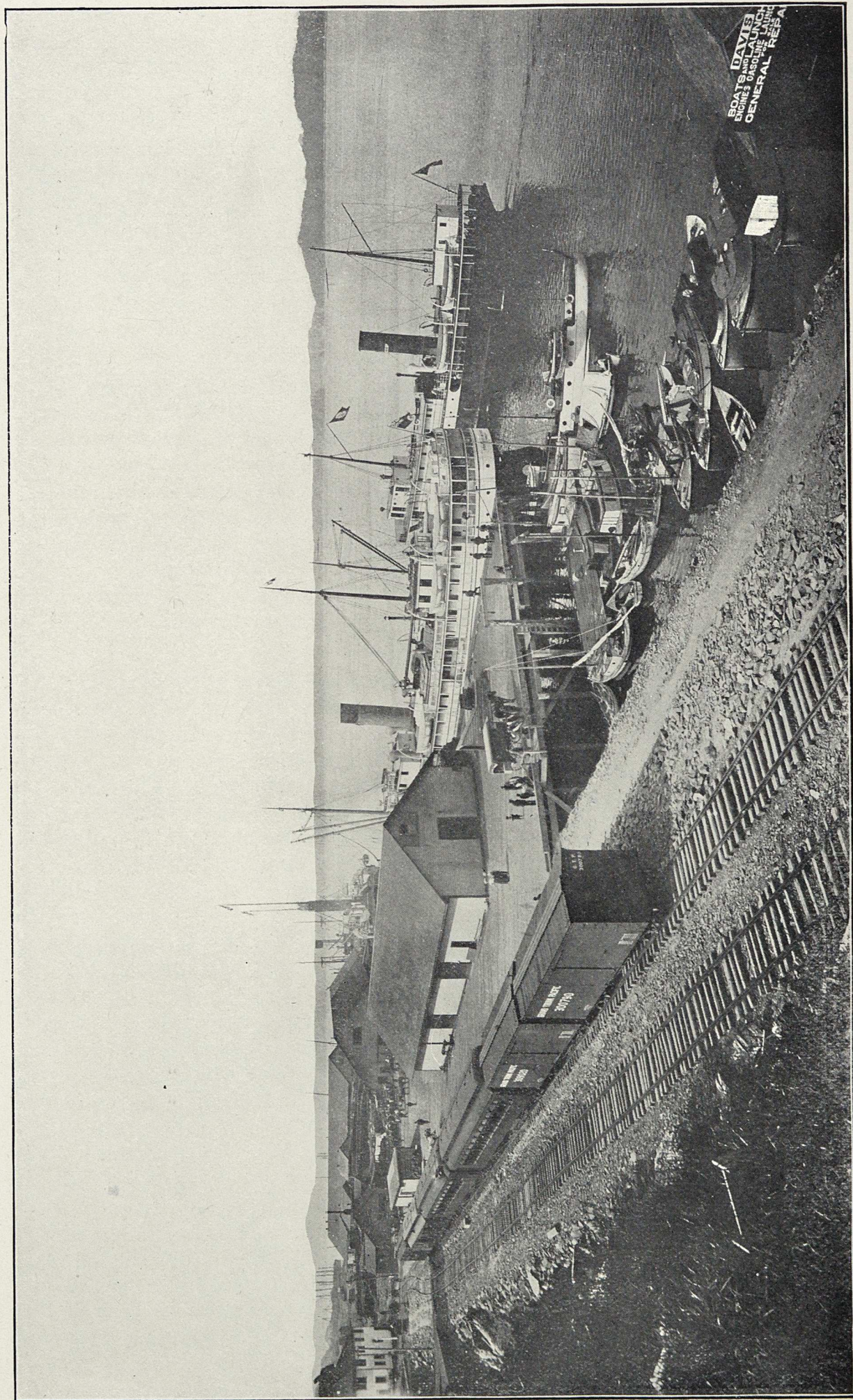
Two hundred thousand dollars was appropriated by the Provincial Government of British Columbia for preliminary improvements, which amount was expended in the construction of plank sidewalks and roadways, sewers and water mains, before the opening of the townsite, so that, unlike most new towns, ample provision was made in advance for the sanitary welfare and comfort of a population of at least ten thousand people, as well as providing other accommodations which would be required until the population should have sufficiently increased to warrant the construction of extensions of these facilities.

It is also characteristic of the energy and enterprise which is so much in evidence in the Western country and on the Pacific Coast, that within the short space of a few months during the year 1911 the rough and broken surface of the streets laid out in that portion of the townsite adjacent to the steamship wharf where the first settlement has taken place, was converted into a permanent grade and level roadway, replacing the plank road at first in use. The result of these splendid improvements can be seen in the photograph on page 8 and is an example of what will undoubtedly be accomplished throughout this embryo city within the period of a few short years.

The site is a picturesque one. The land slopes back gradually for distances ranging from half a mile to two or three miles. Here and there the ground rises abruptly, providing the necessary fall for drainage and sewerage, while a shore line five or six miles in extent sweeps around the front of the city. The view from these elevated stations and from back of the townsite is a charming one. On the opposite shore mountains slope down to the water. To the northwest, through a channel studded with islands, is situated the famous Indian village of Metlakatla, known on the coast as the "Holy City."

Upon the completion of the Grand Trunk Pacific Railway, the fishing industry at Prince Rupert and vicinity, which is now in its infancy, will be one of the greatest in the world, and will furnish employment, not only to the railway company and its employees, but to hundreds of fishermen and laborers who must necessarily establish their homes at Prince Rupert. At the present time a company has completed the erection of a fishing and cold storage plant which is said to be the largest of its kind in America. The main building is constructed of reinforced concrete insulated with tiling and corkboard and has a cold storage capacity of 13,600,000 pounds. This company is also constructing a large cannery and fertilizing plant at Prince Rupert and have several steam trawlers under construction in Great Britain, delivery to be made this year. This plant is only one of the many which will undoubtedly establish their headquarters at Prince Rupert, in fact, at the present time three large companies with





BOATS  
DAVIS  
ENGINEERS  
GENERAL REPAIRS

THE HARBOR AND DOCKS, PRINCE RUPERT—SEPTEMBER, 1911



foreign capital are completing their negotiations to construct plants similar to the above.

The salmon pack on the Skeena River, which is one of the greatest salmon rivers in the world, situated 12 miles south of Prince Rupert, was for 1910, 221,031 cases, and for 1911, approximately 230,000 cases.

The pack for the Naas River, situated 60 miles north of Prince Rupert, was for 1910, 39,720 cases and 1911, 56,805 cases.

This product exceeds \$1,000,000 in value and furnishes employment to at least 5,000 people during the canning season, and this will naturally constitute a valuable and important feeder to Prince Rupert.

In the past, on account of the absence of railway transportation facilities, this product has, for the most part, gone to Vancouver and Victoria by water, but upon the completion of the Grand Trunk Pacific Railway it will naturally seek the most rapid means of reaching the Eastern markets and will consequently be handled through and from Prince Rupert.

The canned salmon industry ranks among the leading industries of this country, but in the last few years cold-storage plants have been installed with excellent results, and by the time the Grand Trunk Pacific Railway is completed refrigerators will hold and refrigerator cars will carry and deliver this, the king of fish foods, to the tables of the people of the United States and Canada, in the East as well as the West, and, in fact, to the markets of the world.

On the Queen Charlotte Islands which are tributary to Prince Rupert there are two whaling stations in operation ten months in the year, which is an important industry and feeder to Prince Rupert, as it has been found that more whales abound and have been taken in the waters of the coast of British Columbia during the terms the whaling stations have been in operation than in any other waters of the world. In fact, during the winter months whales abound in the waters of Prince Rupert Harbor; these, with all other fish industries, including cod, herring and oolachan, now only in their infancy, are capable of immense growth and advancement, and will be a great factor, not only in the building up of this city, but as a source of lucrative employment to the fishermen, merchants, steamboat owners, laborers and others who will purchase, rent and have their homes in Prince Rupert.

The value of these fisheries lying at the gateway of this, one of the finest harbors in the world, cannot be estimated.

The timber industry of this part of the country is also in its infancy, and within a radius of one hundred miles much good spruce, hemlock and cedar are to be found. It is safe to say that the forests within this radius will produce timber enough to supply twenty-five mills with all the timber they can cut and market for the next twenty years.

At Swanson Bay, about one hundred miles distant, is located a pulp mill which represents an investment of one million dollars. This industry employs about one thousand people, and the busi-





VIEWS IN RESIDENTIAL DISTRICTS OF PRINCE RUPERT



ness arising, not only from the production, but in the transportation of its manufactures, will largely pass through Prince Rupert. At Ocean Falls, about 180 miles from Prince Rupert, another very large pulp and saw mill has been constructed and will be in operation during the coming season. This company purposes to erect a dry kiln and planing mill at Prince Rupert where they intend to establish large distributing yards.

Unless one is conversant with the development of the Pacific Coast, has seen its seaports grow, particularly Victoria, Vancouver, Tacoma, Seattle, Portland, San Francisco and Los Angeles, to say nothing of some of the smaller ones, such as Bellingham, Everett, Aberdeen, Astoria, San Pedro and San Diego, and has watched the commerce and shipping expand year by year, until the figures of each of the larger ones are simply astounding, one can not fully realize the possibilities and probabilities of Prince Rupert, which has an empire in itself tributary to it. What were Vancouver, Seattle, Tacoma, Portland and Los Angeles fifteen years ago? Some of them were hardly on the map. Look at them today—each a splendid example of what energy, brains and money can and will do in the Golden West, and who can predict what Prince Rupert will be in the next fifteen or twenty years, or even in five or ten years?

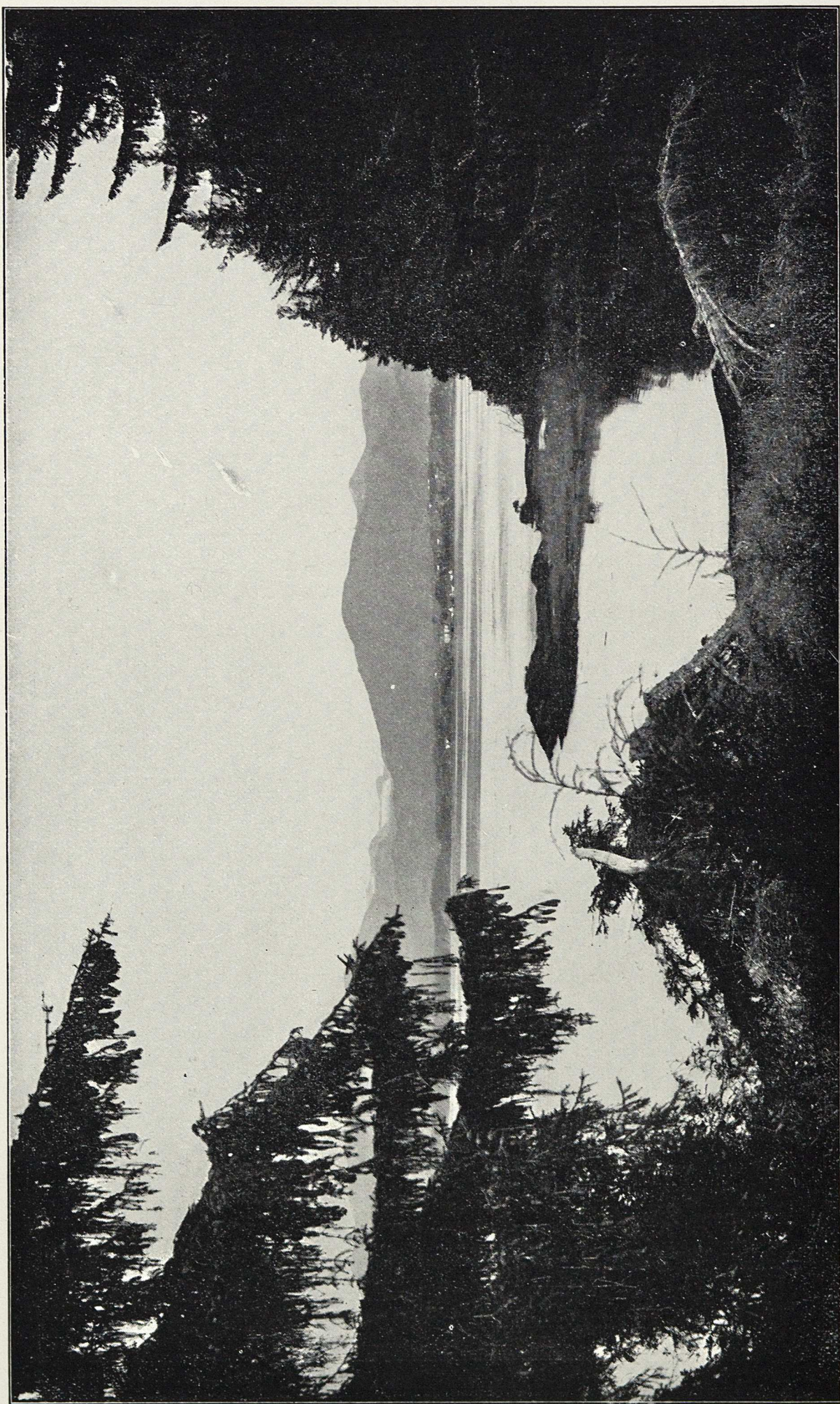
At the present time nearly every line of business is represented and mention can be made of only a few of them: A wholesale drygoods house, three wholesale groceries and a number of wholesale commission houses have been established. All retail lines are well represented. There are three daily newspapers, "The Daily News," "The Journal" and the "Empire." The Board of Trade was organized in 1908 and has a membership of 125. Branches of the Canadian Bank of Commerce, Bank of Montreal, Union Bank of Canada, Royal Bank and Bank of British North America are established. There are a number of good hotels in Prince Rupert, the Grand Trunk Pacific Railway operating the "Prince Rupert Inn" and "Annex" which will soon be replaced by a magnificent hotel.

There are two clubs, namely, the "Prince Rupert Club" and the "Pioneer Club," both of which are established in comfortable and commodious quarters of their own and include in their membership the leading business and professional men of the city.

The Provincial Government has made Prince Rupert its headquarters for the northern part of the Province, and substantial buildings for its officers, courthouse and jail have been constructed. The Dominion Government is also making preparations for the erection of permanent and substantial Custom House and Postoffice buildings. A large and commodious public school building has just been completed where competent teachers are in charge.

There is an abundant supply of fresh water from mountain streams and lakes having a sufficient flow for a population of more than one hundred thousand people.





PRINCE RUPERT HARBOR—PRINCE RUPERT SITE ON OPPOSITE SHORE



Prince Rupert is also on the route of the celebrated "Sail up the Sound" which, for wild grandeur, excels almost anything to be found in the world from the deck of a seagoing ship, while the trains of the Grand Trunk Pacific Railway will traverse some of the finest scenery to be found on the American continent. From the wooded lake-lands of Quebec and Ontario, across the wide and fertile fields of the Prairie provinces, by the banks of the mighty rivers of the North, through Yellowhead Pass, through deep, dark canons, where in mid-summer, from beneath the north windows of a west-bound train, will come the sweet fragrance of wild roses, while from the south windows the traveler can look out upon a glinting glacier whose cold shroud trails to the margin of the mountain stream, along the banks of which the trains will travel over this short cut across Canada. And this same train will take the traveler by the base of Mt. Robson, said to be the highest mountain in the Dominion.

And over these rails, and down to Prince Rupert, will flow the commerce of all that new West, bound for the East by the Western way, as surely as the waters of the Pacific slope flow into the Pacific Ocean; but this commercial water-shed will extend hundreds of miles further east than the natural water-shed extends. The mineral wealth of all that vast mountain region, the forest products, the coal, the copper and iron ore of Northern British Columbia and the Yukon, as well as the food products of the Prairie provinces, and the fish and fur of the far North—in short, all the export wealth of that resourceful region, west-bound, must find its outlet to the sea at Prince Rupert.

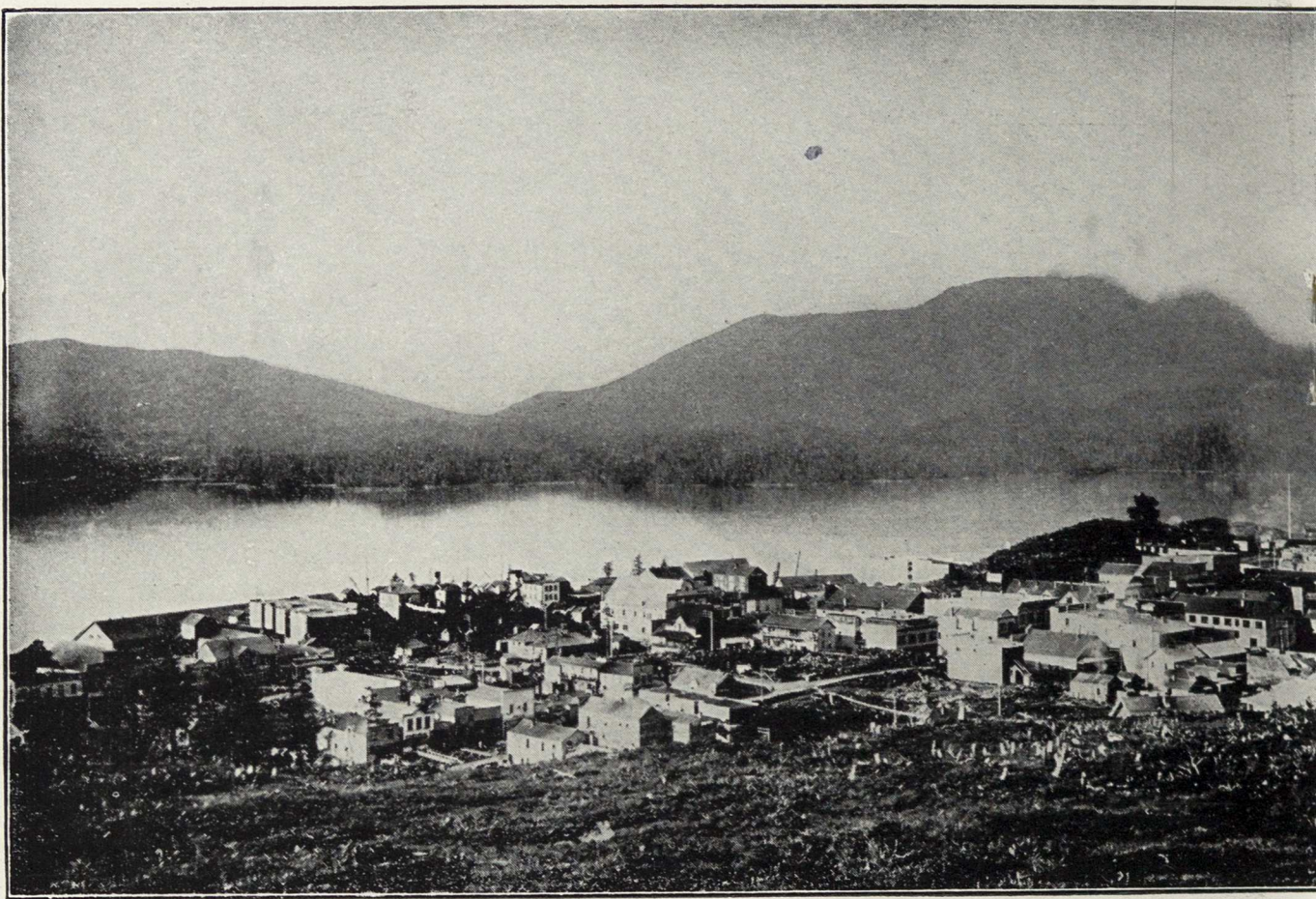
Prince Rupert is surrounded by a country whose natural resources are more rich and varied than those of any other country known to the present generation. And her sphere is ever widening, her natural trade zone is daily being extended north, and still further north.

It is but a little over half a century since a Congressional Commission, sitting in Chicago, declared that the State of Illinois marked the Northern limit of the profitable wheat-growing area of this continent. In spite of this the little pink bread-berry spread north and west to Minnesota, the Dakotas, crawled up the Red River of the North, to Portage Plains, spread over Saskatchewan to Alberta, where the miller came into competition with the flour of the Peace River, and where, not having heard of the Chicago Commission, men had been sowing and reaping for a generation or more.

Fifty years ago, when the United States was seeking a possible rail route to the Pacific, the Northern Pacific route was put aside with scant consideration as being impracticable, owing to its northerly location. The same argument delayed for years the construction of Canada's first transcontinental line, but now we know more of the north country.

Every traveler and explorer who goes into the far North comes out with new stories of that much maligned land until their song





A GENERAL VIEW OF PRINCE RUPERT, B. C., PACIFIC TERMINUS

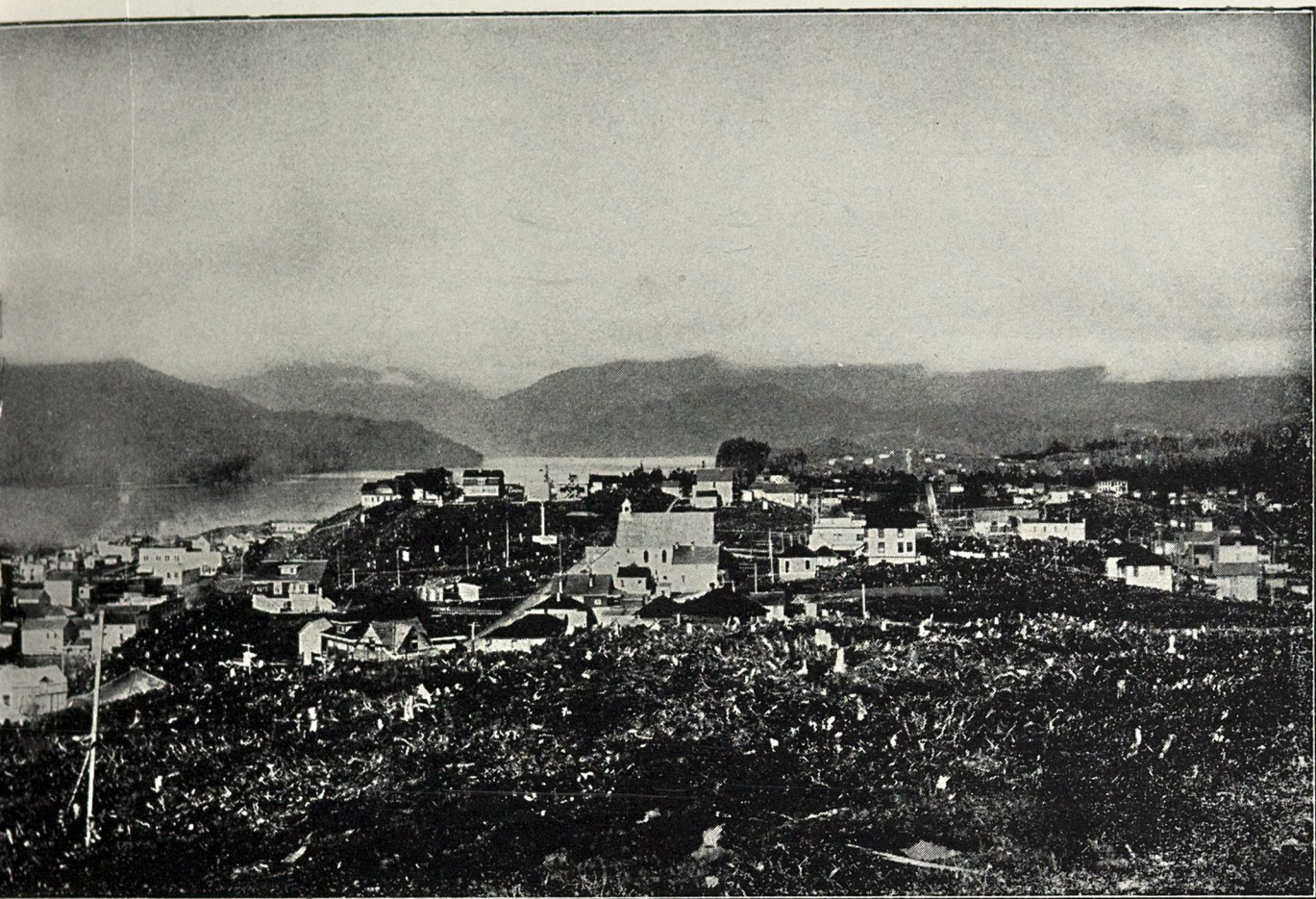
of praise swells into a sublime chorus, compelling us by the mere preponderance of evidence to listen and to learn.

Only recently, before the Royal Geographical Society in London, Mr. A. Harrison told some startling stories of the Northwest. He had been in search of an Arctic continent but had traveled for the most part through a land of green fields and running brooks. The fields were unfenced and "far flung" to be sure, but wherever he found a Hudson's Bay Post, a mission or the habitation of man, there he found vegetables "such as are grown in one's garden at home," wheat and barley, marsh grass on the moorlands, and bunch grass on the plateaus. He found much valuable timber, and endless indication of coal and oil. He suggests a railway from Edmonton north to the Athabasca, another from Prince Albert to Fort McMurray, and a third to the Peace River, which would open a waterway 600 miles to Great Slave Lake.

From Fort Providence to the (Arctic) Red River (Lat. 67 deg. 26 min., long. 134 deg. 4 min.), a distance of 900 miles, Mr. Harrison found the navigation exceedingly simple, and the whole stretch of country thus irrigated, he found "full of vegetation." "It will, in my opinion," he said, "one day be settled."

There are mountain cliffs of copper in the Atlin Districts in the northwest corner of British Columbia, so nearly pure copper that





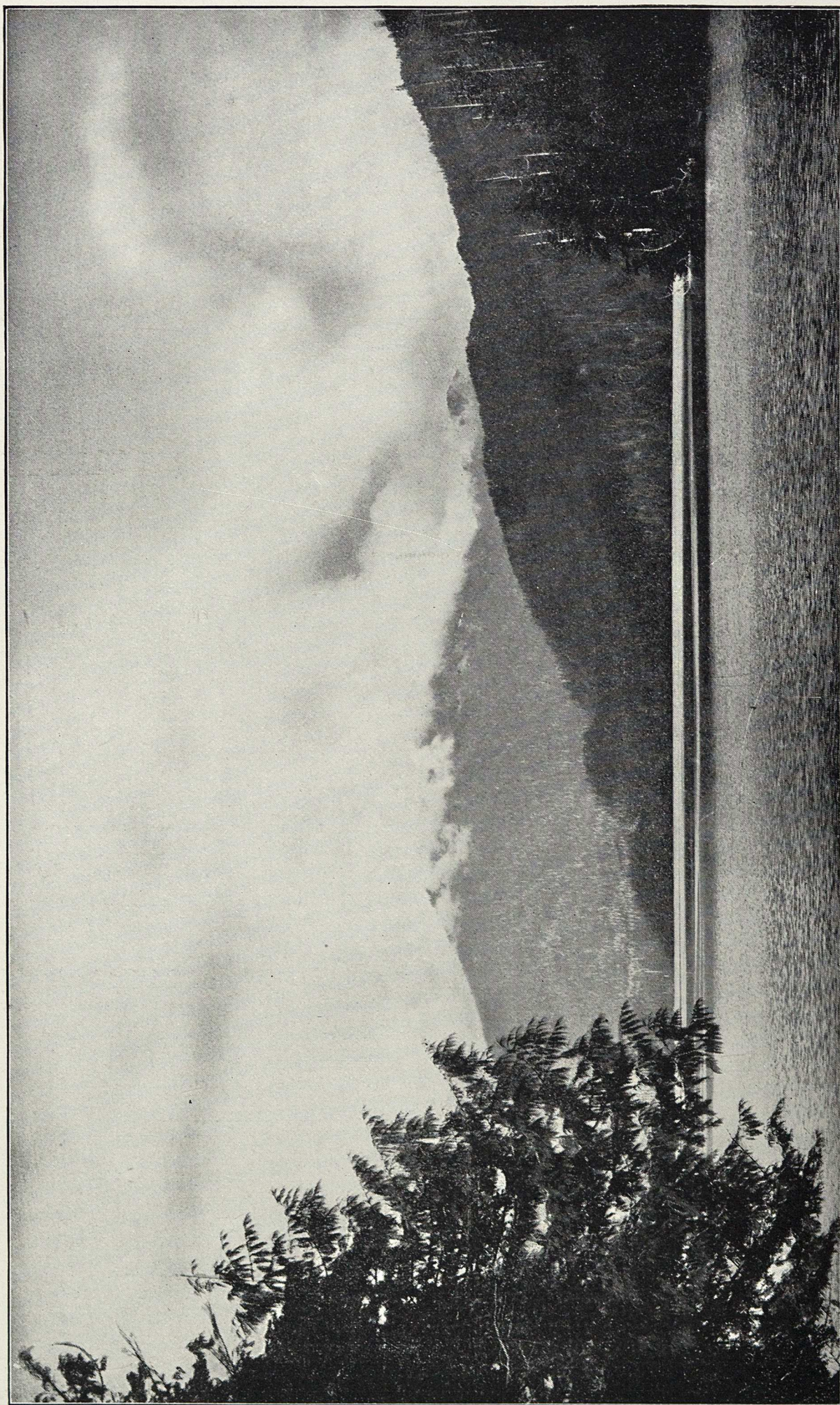
OF THE GRAND TRUNK PACIFIC RAILWAY—SEPTEMBER, 1910

it must be taken out by dynamite. Here also are gold, silver, wood and coal, all of which will come in over the Yukon extension, pass out by this new Pacific gateway, and go down to the sea in ships, eventually, belonging to the Grand Trunk Pacific.

Another feature in favor of Prince Rupert is the great saving of time effected by the northerly route. The distance from Liverpool to Yokohama by this route is 10,031 miles, as against 10,829 miles via New York and San Francisco. Moreover, ships sailing from Prince Rupert pass with a few strokes from the land-locked harbor to the high seas, and begin their journey across the Pacific 500 miles nearer the East than a ship would be sailing at the same time from another Pacific port.

As an illustration of the advantage in distance which will be realized via the Grand Trunk Pacific route, it has been estimated that a traveler from China, Japan or Alaska may board a passenger train on the Grand Trunk Pacific Railway at Prince Rupert and be in Winnipeg within a few hours of the time the steamer from which he disembarked could reach Vancouver. In addition to the shorter distance across the Pacific Ocean will be the much faster time that can be made by rail over the practically level grades of four-tenths of one per cent the Grand Trunk Pacific has obtained through the mountains and which are shown in tabulated form on page 23, in comparison with other lines, and





SHAWATLANS LAKE, NEAR PRINCE RUPERT



which will enable trains to be moved at the rate of two miles for every one mile over the heavier grades of more than two per cent on other railways.

The Grand Trunk Pacific Railway is at present constructed from Fort William on Lake Superior through the Yellowhead Pass to the Fraser River in British Columbia, 1,518 miles. The track will shortly be laid from the Fraser River to Tete Jaune Cache, an additional distance of 22 miles or a total distance from Fort William of 1,540 miles. From Tete Jaune Cache, westerly, the construction work is under active headway and it is expected the railway will reach Fort George, B. C., 174 miles further west, within the next twelve months. From Prince Rupert easterly the railway is at present constructed to the crossing of the Skeena River, 164 miles, and during the season of 1912 will be extended to Aldermere, British Columbia, 240 miles east of Prince Rupert. On the remainder of 246 miles of the line between Aldermere and Fort George the construction work is also at present in hand and will be completed at the earliest possible date for the opening of the railway from the Atlantic to the Pacific.

Because it has been held back; because settlers were not suffered to rush in before there was need of settlement, to scuffle and scramble and squat in picturesque confusion, Prince Rupert is building up rapidly. Unlike an oil town or a mining camp, its stability, its future, is, by reason of the railway and the richness of the surrounding country, already assured.

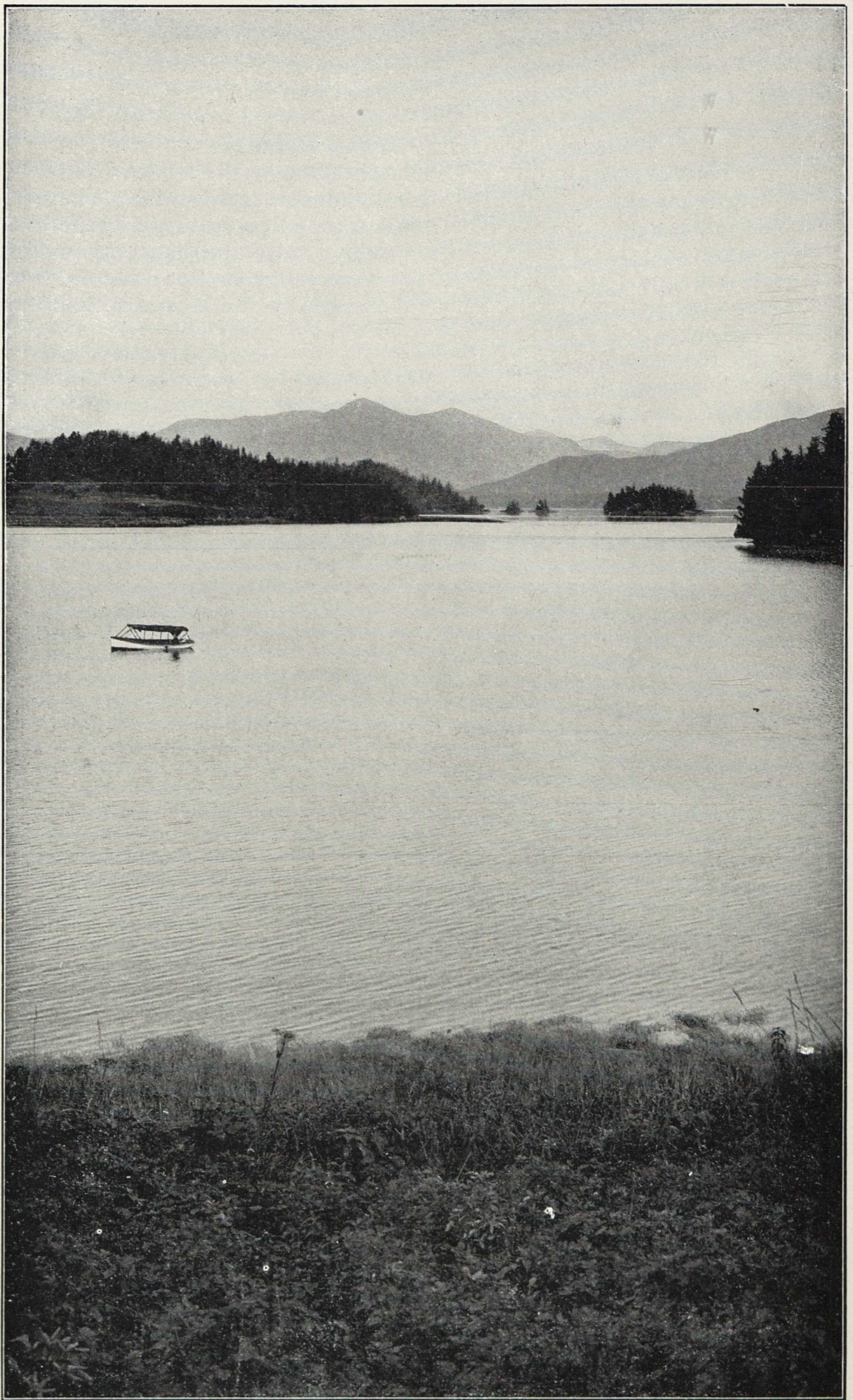
The first sale of Prince Rupert lots was held in Vancouver May 25th to 29th, 1909, and within six months after practically all of the 4,600 lots belonging to the Grand Trunk Pacific Development Company which were placed on sale had been sold to purchasers from all parts of the world.

Prince Rupert was incorporated as a municipality by act of the provincial Legislature of British Columbia March 10th, 1910, and the first election of mayor and aldermen was held on May 20th of the same year. Immediately after this election the work of grading the streets, establishing permanent sewer and water systems, electric light and telephone systems was undertaken and this work has been carried on continuously since that time. The city's policy is to own and operate all its own franchises and with that end in view have been operating successfully since the inauguration of the different systems.

The city has already built a substantial fire hall, equipped with the latest firefighting apparatus and maintains a fully paid fire department. A city hall costing \$25,000 has been erected and is a credit to a city of its size. The population today is 6,500 people.

The Grand Trunk Pacific Railway Company is at present having plans prepared for a first-class, modern, fire-proof hotel at Prince Rupert, which will be seven stories in height, at an approximate cost of \$1,000,000. The construction of this fine building will be commenced as soon as the plans can be approved so that it





PRINCE RUPERT HARBOR



may be completed in good time before the opening of the railway. It will be situated on a prominent location facing the harbor, from which a magnificent view can be obtained of the beautiful scenery surrounding it.

The Grand Trunk Pacific Railway Company has also made an agreement with the Dominion Government for the construction of a floating Dry Dock at Prince Rupert, under the terms of which it receives a subsidy for a period of twenty-five years of  $3\frac{1}{2}\%$  on the cost of the dock, which will approximate \$2,200,000. This dock will have a lifting capacity of 20,000 tons, sufficient to dock the largest vessel sailing from Pacific ports, and will be the largest of its kind constructed on the American continent. A Ship Repair Plant will be constructed in connection with the dock, so that Prince Rupert will be fully equipped to dock and repair any ship in Pacific waters. The construction of the dry dock has already been commenced, a number of contracts in connection with which having been let, so that it will be available for use within a few months.

The Grand Trunk Pacific Coast Steamship Company, Limited, placed in service in June, 1910, between Seattle, Victoria, Vancouver and Prince Rupert, the handsome new twin-screw steamships "Prince Rupert" and "Prince George," which were specially constructed for this service and are the finest and most luxurious steamships in the North Pacific service, containing all the latest improvements, including oil burners for the use of fuel oil, which renders them practically smokeless, thereby adding greatly to the comfort and pleasure of passengers on the open deck. They provide a bi-weekly service between Prince Rupert and Puget Sound. There are also other lines of steamers between Prince Rupert and Vancouver, so that there are almost daily sailings between these ports.

Prince Rupert has many advantages. It has a mild climate. It is new and attractive. It is to be a model city in every sense of the word. It guards what is said to be the finest natural harbor on the coast, if not in the world. It is the terminal town of a Transcontinental Railway, which bids fair to surpass anything ever attempted in the way of railway construction on this Continent, crossing from ocean to ocean without a single mile of mountain grade, or grade that can, by any stretch of imagination, be considered an obstacle to the economical operation of the road.

Prince Rupert is also at the end of the long portage on the shortest route around the world. Any scheme which has for its ultimate object the swift circling of the sphere must reckon Prince Rupert on its right-of-way.

To this new port will come the ships of the Seven Seas. Ships of the East, laden with silk and rice, will soon be riding at anchor in this splendid harbor, to sail away laden with lumber; ships from the West with the wares of the West; ships from the shores





SHAWATLANS LAKE AND FALLS—PRINCE RUPERT



of far-off continents, trading through the new and picturesque port of Prince Rupert.

To those who are not in the habit of taking into consideration the effect of the Japan Current, which washes down the North Pacific Coast, this comparative statement will be a great surprise, but those who are acquainted with the West are aware that the Isothermal line trends north as we go west, and finally loops down the Mackenzie River to Great Slave Lake and beyond.

In view of the fact that the climate of the city and district of Prince Rupert has been much libeled by other competing cities in the far West, the official record for 1911, as made from observations taken by the Dominion Government Meteorological Service, may not be without interest to the tourist and prospective settler.

Months	Precipitation	Months	Precipitation	Months	Precipitation	Months	Precipitation
January.....	15.20	April.....	8.39	July.....	6.04	October.....	7.46
February.....	5.22	May.....	4.53	August.....	3.67	November....	8.40
March.....	20.01	June.....	5.29	September....	4.23	December....	13.19

From the above figures it will be seen that during the dry months the precipitation is sufficient for all agricultural and other pursuits. The following is a statement of the weather for the same year:

Months	Clear	Partly Cloudy	Cloudy	Rain	Snow	Months	Clear	Partly Cloudy	Cloudy	Rain	Snow
January.....	10	1	7	7	6	July.....	15	0	8	8	0
February.....	10	3	11	3	1	August.....	18	4	6	3	0
March.....	5	2	10	13	1	September...	9	4	9	8	0
April.....	8	5	9	7	1	October.....	10	0	13	8	0
May.....	29	6	13	3	0	November....	7	1	10	10	2
June.....	5	6	13	6	0	December....	0	4	2	25	0
Total,							106	36	111	101	11

The above statement clearly shows the rainy season to be the months of January, March and December. The figures are accurate, being those officially compiled by the department.

#### COMPARISON OF SUMMIT ELEVATIONS, MAXIMUM GRADIENTS AND TOTAL ELEVATION ASCENDED FOR VARIOUS TRANSCONTINENTAL RAILWAYS.

Name of Railway	Highest Summits	Maximum Gradient in feet per mile		Total Ascent in feet overcome	
		East-bound	West-bound	East-bound	West-bound
Grand Trunk Pacific.....	1 summit				
Western Division Winnipeg to Prince Rupert...	3712	21	26	6990	6890
Eastern Division Winnipeg to Moncton					
Canadian Pacific.....	2 summits	116	116	23106	23051
	4308				
Great Northern.....	2 summits	116	116	12861	12165
	5202				
	3376				
Northern Pacific.....	3 summits	116	116	17830	17137
	5569				
	5532				
	2849				
Union Pacific System Omaha to					
San Francisco.....	3 summits	116	105	18575	17552
	8247				
	7017				
	5631				
Omaha to Portland.....	5 summits	106	116	18171	17171
	8247				
	6953				
	3537				
	3936				
	4204				
Western Pacific.....	2 summits	52.8	52.8	9385	5076
	5712				
	5018				
Santa Fe System.....	6 summits	175	185	34003	34506
	7510				
	7453				
	6987				
	7132				
	2575				
	3819				



## THE FUTURE PRINCE RUPERT AS CONCEIVED BY THE LANDSCAPE ARCHITECTS

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The following article by Mr. Geo. D. Hall, of the firm of Messrs. Brett & Hall, Boston, the landscape architects who made the plan of Prince Rupert, will be of interest as describing the different problems which are encountered in laying out a city:

Even to those who have kept in touch with the rapid development of the Northwest, and are familiar with the mushroom birth of western towns, as well as the phenomenal growth of Seattle and Vancouver, for a city to suddenly spring into being, from what was three years ago a glorious wilderness, is, to say the least, remarkable; and yet this is what will take place on Kaien Island, British Columbia, before the close of the present year.

This city will be called Prince Rupert. The expression "Terminal City to a great Transcontinental Railway" is of itself a limelight thrown on the proposition, and when it is realized that this railway has been most carefully conceived, is being most substantially built with the hearty co-operation of the Dominion Government, and with the assistance of their credit, because of their desire to open up the vast resources of Canada, and is now rapidly pushing westward as well as eastward with a remarkable growth of population along its route, there is small wonder that even before the rail is continuous, Prince Rupert, the terminus, will be a sizable city.

It is not the purpose of this article to discuss the low rate of grade which will put the Grand Trunk Pacific Railway in a class alone as an economical freight carrier, nor shall we more than state that it is estimated the trip from Liverpool to Yokohama, via Prince Rupert, will be almost 800 miles shorter than via New York and San Francisco; while the ocean trip from Prince Rupert to Yokohama is 400 miles shorter than from Vancouver, and 600 miles shorter than from San Francisco. The Grand Trunk Pacific through its terminus, Prince Rupert, will furnish the shortest and most direct land and water route to the Yukon and Alaska, that storehouse of mineral wealth. These factors are significant and speak plainly for the future success of Prince Rupert, which is so closely associated with the railroad in being the open door to the vast Canadian Northwest.

There are many other potent reasons for predicting a rapid growth of population and industry in and about Prince Rupert. For a year past inquiries about Prince Rupert have been made in great numbers from far and near, and the suppressed enthusiasm that awaited the sale of the first installment of lots this May was evinced abroad as well as in America. The commercial advantages of this new coast city, with her superb harbor and shipping facilities, is expressed by all who have been there. Already large fish concerns are established on the Skeena River only twelve miles away, and the world-renowned halibut fisheries, as well as salmon canneries, are eagerly anticipating the completion of the railway, when Prince Rupert will become



the large distributing centre. A wealth in minerals and lumber lies as yet untouched in the neighboring mountains, and the fertility of the valleys and prairies to the eastward cannot be doubted, and cry loudly for investigation and development.

Before discussing the plans for the development of Prince Rupert, a word should be said of the natural characteristics of the site. Located some five hundred and fifty miles north of Vancouver City, Kaien Island (upon which the city proper is to be built) has a climate so affected by the Japan Current as to make extremes in heat or cold very rare, ensuring to Prince Rupert an open harbor all the year round. While the rainfall is considerable along the Pacific Coast, Prince Rupert is said to be exceptionally free from fog—which, taken into consideration with the direct and wide entrance into a commodious and beautiful bay, encourages the prediction that Prince Rupert Harbor will be considered one of the finest in existence.

Kaien Island, roughly containing 28 square miles, rises boldly from the superb harbor, and capped by Mt. Hays, presents a site that is at once magnificent, inspiring, and yet adaptable for the growth of a large city. Mt. Hays, which occupies the central portion of the Island, is not available for townsite purposes, but will ever remain a natural park of great possibilities, giving to the city a picturesque background. No description that the writers could make would do justice to the complexity, the boldness and the grandeur of the outlook from the slopes of this mountain 2,300 feet in height, but suffice it to say that no matter how obtrusive the works of man may be, the views over the harbor and adjoining lakes cannot but remain, for all time, the revelation of a grand harmony of Nature in which island and lake, mountain and ocean, all play a part.

Seldom, if ever, has it fallen to the lot of landscape architects to plan for what is to become a great city with less restrictions at the start, or with better surveys upon which to base plans, than was accorded to Brett & Hall, of Boston, by the Grand Trunk Pacific Railway Company. The farsightedness of this policy, and the genuine desire of the railway officials, from the late President Hays down, to plan for a model city, capable of large expansion—free from the dangers of congestion to traffic—preserving for the future an opportunity for wise municipal improvements—indicating suitable sites for churches, schools, parks and cemetery—and locating railway yards and wharves so as best to serve the city, has promoted a sympathetic co-operation between the Railway Company and the Government of British Columbia, as joint owners, and the landscape architects, as designers.

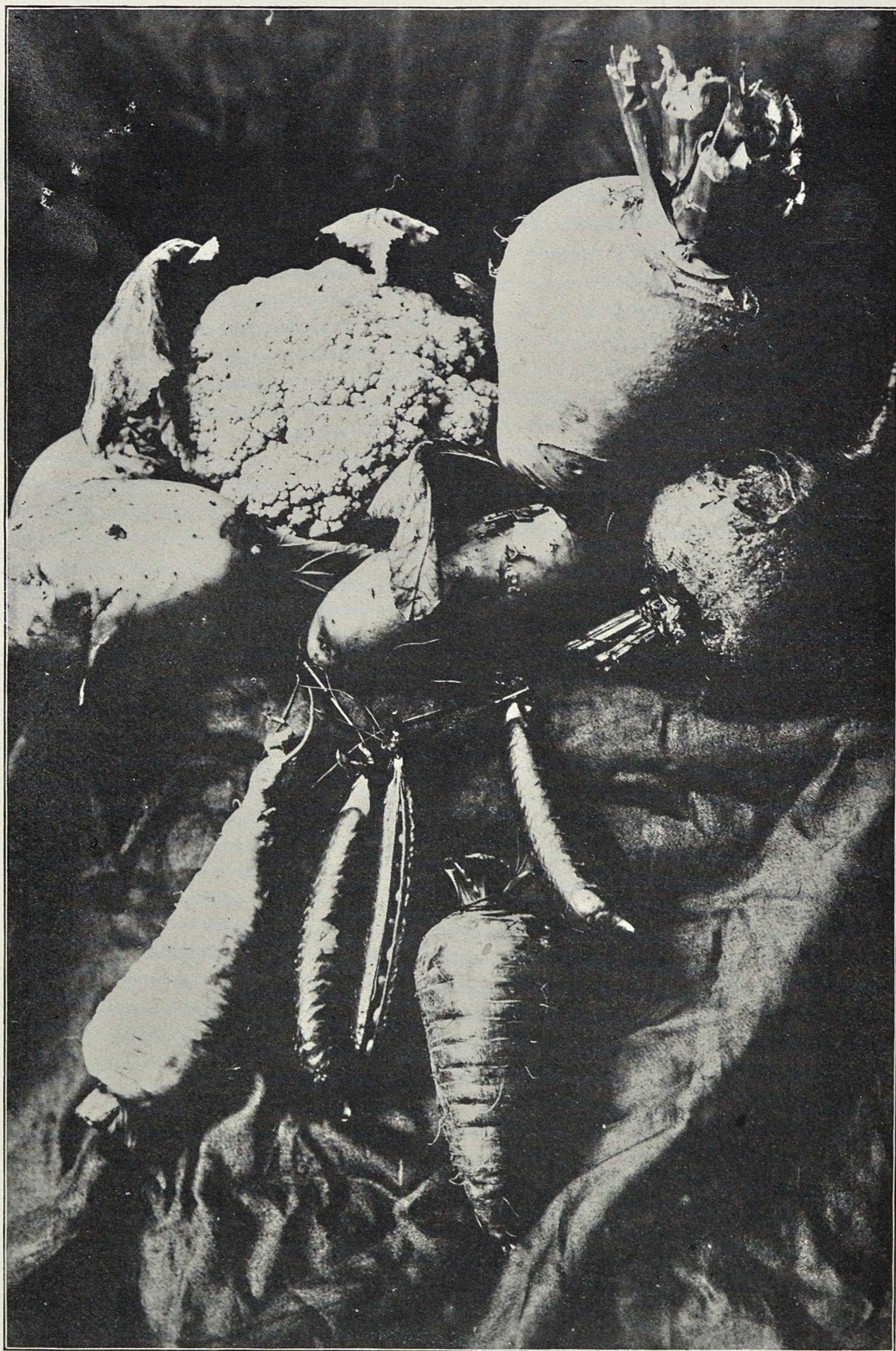
While over 5,000 acres on Kaien Island, practically all of Digby Island, and large areas on the mainland, are readily available for city development, Prince Rupert, when incorporated, will comprise only 2,000 acres as the townsite. Not only have the plans for the townsite been accepted, but the staking out has already been completed in view of the sale of lots in May.\* It should be mentioned in this connection that \$200,000 is being expended in laying plank roadways and sidewalks, and in constructing sewers and a water supply which will accommodate a population of over ten thousand

A general plan for the whole of Kaien Island is practically completed, but not until the city has settled down into districts of commerce, factory,

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\*At this sale 2,000 lots offered were sold for approximately \$1,250,000, being less than one-fifth the area of the immediate townsite of 2,000 acres.





SPECIMENS OF VEGETABLES GROWN IN PRINCE RUPERT, SUMMER OF 1911,  
INCLUDING CAULIFLOWER, TURNIP, BEET, POTATOES, CARROTS AND PEAS



wholesale, retail, business and residential, will the full force of the design be fulfilled. Every effort has been made to foresee these future district developments and to facilitate their growth and success, by planning streets of suitable size and grade, and by a subdivision of property into lots and alleys so as to serve best the purpose of each particular district.

During the years 1906 and 1907 a large engineering force, under the direction of James H. Bacon, Harbor Engineer of the Grand Trunk Pacific Railway, had been engaged in topographic and hydrographic surveys, so that when the landscape architects reached Prince Rupert in January, 1908, complete surveys were available. A considerable acreage of Kaien Island had been cleared of the heavy growth of spruce, hemlock and cedar and other contracts for clearing were about to be let. At that time Prince Rupert possessed a sizable storage warehouse. An inclined board walk extended back from the wharf, and facing this walk, upon which ran a dummy railway, were a series of frame buildings and tents—a curious mixture of houses, railway buildings, postoffice, general stores and a barber shop. An offshoot from the main walk led to "Knoxville," a settlement of tents, of which the most conspicuous, due to a large sign reading "The Empire," called attention to the fact that here was established Prince Rupert's first newspaper.

The aspect of the cleared townsite was a waste of stumps, with here and there a great tree looking lonesome and detached, and reminding one of a silent sentinel surveying the destruction on all sides. The rugged character of the land, accentuated by the bristling stumps, was rather bewildering at first, and days were spent by the landscape architects in smoothing out the complex topography into a simplified series of planes, some level, some inclined, eliminating for the time being the irregularity of the surface.

It was discovered that the trend of the several planes, constituting what is to become the business section, were all either northeast or southwest; in other words, that the long axes of these separate planes were approximately parallel in direction. This disclosure was of far-reaching importance, for it indicated that the main streets of the several planes should be parallel, and subsequent study convinced the designers that not only would the business section be best served by a rectangular system of blocks—with considerable variation,—but that the construction of straight avenues—taken into consideration with the availability of the greatest amount of property for buildings—would be less costly than curving avenues.

To anyone expecting to find a theoretic ideal city design in the plans of Prince Rupert there must be a disappointment, for the unusual characteristics of the site must convince one at a glance that no stereotyped or theoretic city plan would suit the conditions. The design, of necessity, had to be original and adaptable to the unusual topography, and yet, in the opinion of the designers, the requirements for a large city are well met.

It had frequently been asked before the plans were published whether Prince Rupert was to conform to the gridiron, the wheel or the star idea—as typifying the subdivision into rectangular blocks; or into radiating and concentric streets; or into the separated civic centres with more or less geometric treatment of streets and blocks. Whatever one may think of the merits of each—and there is undoubtedly good in them all—the theory of any one of them should never be applied so as to sacrifice the individuality, or the adaptability, of the site. That the design must be suitable to the situation is essential to any well-conceived city plan, and plans are good or bad as they fulfill this great requirement.



The desire to make a show plan on paper, with enforced symmetry in design, has frequently led to great disappointment in result, and the practical landscape architect realizes fully that theory on paper must generally concede much to the vagaries of Nature. It is fortunate that this is so, for otherwise there would be small call for originality in design, and the individuality of cities, which should be carefully preserved, would be lost. The ideal city plan is one that has appropriately developed all the practical advantages to traffic, has considered carefully the circumstances of business, homes and sanitation, has preserved splendid opportunities for the architect's skill, and, throughout it all, has kept the characteristics of the situation.

It is indeed an unfortunate site, from the designer's point of view, when no natural picturesqueness exists to add a complexity and interest, which by a wise planning may be preserved and enhanced. A city on a level site is easy to lay out, but only the skillful designer will foresee the danger of a monotony in plan or an artificiality in design, either of which must be avoided.

To persist in applying the gridiron, in the face of excessive grades, is only too often seen, and while the aim to have a simple, straightforward arrangement in the business sections is commendable, there is every reason for establishing oblique short-cut streets to meet the demands of traffic between those separate business centres which are not at right angles to each other, or to create a direct outlet to avoid congestion at these centres. The ideal oblique business street, in a rectangular subdivision, should attract through traffic only, as otherwise it might occupy too dominant a place in the scheme of city development. It is quite appropriate that an oblique street be designed as an axis street of great importance, but the effect of this in relation to the other streets should be carefully considered, for it should be remembered that a number of important radiating streets from any business centre, or centres, brings out the theory of the wheel or the star, and the force of parallel avenues is diminished. The objections to many radiating streets in a rectangular subdivision are the numerous acute angles at the corners, the irregularly shaped allotment, and the excessive area devoted to streets.

The wheel idea of city design, with avenues radiating from a common centre, and concentric streets at regular intervals, is splendid as a small motive when the topography suggests the practical advantages of this design, but, under ordinary circumstances, it is difficult to imagine this theory carried out in its entirety for a large city. Curving streets in limited numbers, especially when suggested by the topography, are to be gladly welcomed in any city design, for they have a certain charm and variety in sharp contrast to the greater dignity of the broad straight avenue, with its long perspective, or architectural vista.

The first great aim of the landscape architects in Prince Rupert was to decide on a skeleton system of fundamental roads, or arteries for traffic, so as to tie the whole development together by insuring a commodious, as well as direct, intercommunication between the various sections of the townsite. These fundamental roads include the boulevard, the main cross-town streets, and those avenues in the business section which are of first importance and are to be 94 feet in width. Next of importance in the system of roads come the secondary avenues in the business section, which are to be 72 feet in width. Not only are the avenues in Prince Rupert destined to be eminently satisfactory as regards gradient for traffic, but the design aims to promote



the dignity of all avenues, by having them comparatively broad, and by having blocks only two lots deep, with an alley between, so that all buildings will face primarily on the avenue, rather than on a cross street. This intention of design—to add to the relative importance of avenues over side streets—is furthered by having the average side streets only 56 feet wide—a width which the designers consider ample for streets not destined to become accumulative for through traffic. In this connection it should be noted that throughout the business section broad alleys—20 to 30 feet in width—are provided, in the expectation that delivery teams and express wagons shall be required to stand in the alleys rather than on the streets, thus eliminating the chief cause of congestion.\* Also it is hoped that water pipes, sewers, wires for telephone, telegraph and electric lighting—whether on poles or in conduits—be confined to the alleyways; thereby avoiding the periodic tearing up of thoroughfares, and for other practical as well as æsthetic reasons.

It is attributable to the generous spirit of the Railway and Government Officials, and to the hearty accord between them and the landscape architects, that Prince Rupert will acquire parks, squares, boulevards and the opportunities for municipal improvements, planned for in such a way as to fulfill the design in serving the public interest, and for the future embellishment of the city.

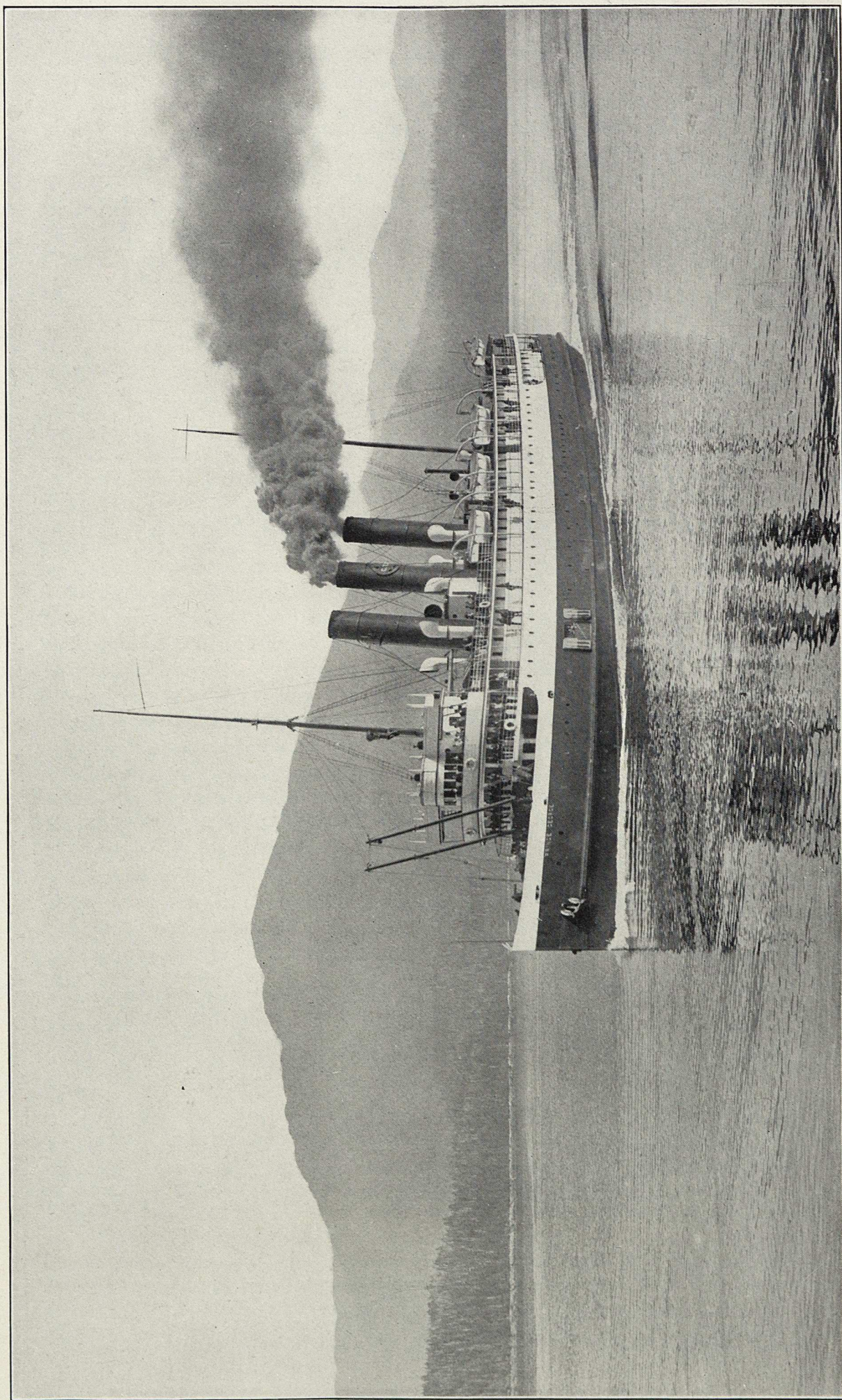
For the present these factors in the design will remain as reserves until such time as the future city can afford to develop them properly; but should the civic pride in Prince Rupert even approximate that of Seattle and Vancouver—which from appearances is more than likely—Prince Rupert will develop, in a very few years, into a beautiful as well as one of the most prosperous cities on the Pacific Coast. A more superb natural park than already exists on Hays' Creek could not be found, and when the mountain shall some day be encircled by winding drives and footpaths, similar in development to Mount Royal, Montreal, no finer example of a wild scenic and recreation park could be imagined. Other park reservations, squares, playgrounds and public building sites have been carefully considered, and so located as to enhance the effectiveness of main avenues, by giving definite terminal features, by planning for architectural factors at salient points along their course, and by providing for suitable civic centres or squares where important thoroughfares intersect.

While only a small part of what is to become eventually the *residential* section of Prince Rupert is to be included in the immediate townsite, the development of the whole section has been studied, and will present a very satisfactory grouping of homes. Not only is the lay of the land along the eastern side of Kaien Island—which has been selected to become the residential section—extremely attractive and picturesque, but the outlook upon Lakes Morse and Wainwright is superb. Prince Rupert Boulevard, taken in connection with Lake Avenue, will provide easy and agreeable communication between the residential and business sections of Prince Rupert, and

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\*The dangers and inconveniences of congested traffic, which, in many of our older cities with narrow streets, has called for special legislation, causing certain crowded streets to become "one-way streets," could not affect Prince Rupert for many years to come, but this menace to a good city design has been carefully considered, and every precaution taken to insure a direct and commodious communication throughout the townsite for all time.





GRAND TRUNK PACIFIC STEAMSHIP "PRINCE GEORGE" IN PRINCE RUPERT HARBOR



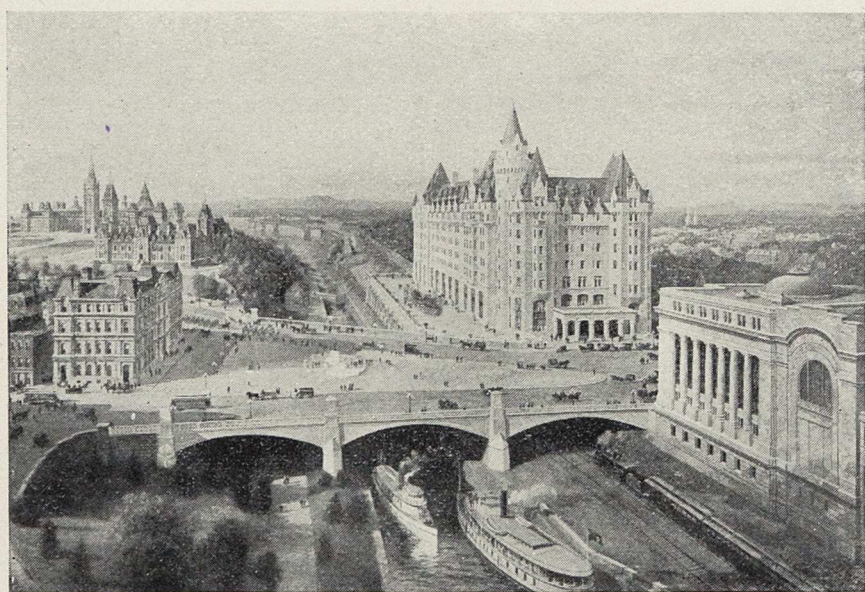
these two will be the most important through streets in the residential section. The Boulevard, with park-like planting along its course, will form a link in the circuit road around the island, a distance of some 20 miles.

As one compares the design of the business and residential sections of Prince Rupert, the rectangular arrangement of streets in the business and industrial sections is in striking contrast with the curving alignment of the streets in the residential section.

In such undulating country as exists through the residential section, gently curving streets are an economic necessity, and in the opinion of the designers, will give an added charm to the homes. The width of the streets in the residential section varies from corresponding streets in the business sections for several reasons, and especially because suitable reservations have been made to provide spaces for turf and trees along every street in the residential section. It is hoped that the building line in the residential districts may be kept so far back from the street line as to ensure a sizable lawn in front, and perhaps a secondary row of trees to border the sidewalks. The great aim of the residential subdivision is to provide attractive lots for homes, and attractive streets to drive through, while the designers recommend the laying out of "private places," in which a limited number of residents may segregate around a central park-like plot, jointly owned by all, and may thereby acquire a suburban environment and privacy, along with the convenience of being close to the business centres.

While the foregoing account of early impressions and the problem of planning for a large city in the midst of a beautiful wilderness have been but lightly touched upon in this article, it is with the utmost confidence that the landscape architects predict a splendid future prosperity for Prince Rupert as a great terminal city, as a city blessed with manifold natural advantages and opportunities, and as a city so carefully conceived and nurtured in the beginning that a decade will see the seed of civic life give forth the blossoms of rapid growth and energy, followed by the fruits of permanent, wise and aesthetic municipal development.

*George D. Hall.*



GRAND TRUNK CHATEAU LAURIER HOTEL, OTTAWA



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MAP OF THE  
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MAP OF  
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